

SCRIP TALK

NATIONAL SCRIP COLLECTORS NEWS LETTER

VOLUME 41 ----- ISSUE 173

Summer Edition / June 2013

PUBLISHED QUARTERLY

WWW.NATIONALSCRIPCOLLECTORS.ORG

NSCA
28732 Charadas
Laguna Niguel, Ca.
92677

NOTES FROM YOUR EDITOR,

There was a mailing problem with the last issue of ST. Twenty copies of ST got hung up in the post office mailing machine. These issues were returned to me. I resealed and remailed them. If you did not get your copy please let me know.

The club needs articles written by you for publishing in ST. If you have a story or experience related to mining, lumber or a business that issued scrip please submit it.

I recently read two books that I recommend to all.

THE COMPANY STORE by John Mellor

A story of miners, strikes, home evictions, starvation, poverty, and government harassment. Story takes place in the Cape Breton, Canada area. Basically a story of the beginning of the labor movement in Canada in the early 1900's. An emotional reading.

THUNDER in the MOUNTAINS by Hank Johnson

A story of the life and times of a fascinating California lumber operation known as the Madera Sugar Pine Company. A great book with historical text and pictures showing scenes of the glory days of high Sierra logging. One of my reference sources for my article on Madera Sugar Pine Lumber Company. The company issued scrip.

I have one new fine to report. Raven Colliers Co. Inc. / (Raven pictured) / Raven, Va.,
Good For / 5 / In / Merchandise, Aluminum, 20mm, Solid

The date and location of the fall show has been selected. It will be next to a coin show.

WHEN: November 2, 2013

WHERE: Charleston, WV Civic Center

Lodging: Holiday Inn Express @ 100 Civic Center Drive, 1-800-HOLIDAY

Room reservations must be made by 10/24/2013

Club members rate is \$99 plus tax.

Special offer for members: If you have up to 100 scrip R7 and higher to sell or trade, a free half table is available. Contact both Billy Campbell and Mike Williams at bwcok@knology.net for Billy and 123mwilliams@gmail.com for Mike before Oct 1.

Please note the coyote picture in ST. It is a fitting acknowledgement to the coyotes that roam the hills behind my home. I write mostly at night with my window open to catch the cool sea breezes that travel through my neighborhood. Almost every night I get serenaded by barking and howling coyotes. They some times roam the neighborhood.

Please note date on your address label for your time to renew membership. Please do.



NEW MEMBERSHIP DRIVE

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Fill out contact form and mail in regarding contact information for trading with other members. Fill out only the information that you want shared, if any. Information will be printed in each edition of Scrip Talk.

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COMMENTS FROM THE PRESIDENT

WOW !!!! lots of activity in NSCA over the past several months. The Beckley show had a good attendance, and we appreciate all the vendors, members and guests who attended. Both Vol I and Vol II revisions of Edkins Catalogue's are coming together after being a couple of years in the making. That being said, the Edkins 3rd editions that are on sale now will make a great reference tool in the future. I think all collectors should have all of the Edkins editions in their Scrip reference libraries. Knowledge is good. Please take this opportunity to purchase the last few books of the 3rd edition, it will not only help you but also NSCA.

NSCA's new website has really progressed over the past several months. Webmaster David Thompson has done an outstanding job of keeping it current and adding items weekly. Visit the website often. Fennie and Patsy Thacker are NSCA's primary book vendors. They will have copies of all NACA's books for sale at all shows they attend and of course you can contact them by telephone, email and snail mail also.\

NSCA will have the fall show in Charleston, WV, one day only, on Saturday Nov 2. 2013 at the Charleston Civic Center. There will be a large coin show at the same time in the adjoining room. This yea, besides the Scrip vendors, there will be a free ½ half table for any NSCA **member who** would like to sell from 10 to 100 pieces of scrip. The requirement is that all scrip **must** be rarity 7 and above, nothing below allowed. Members must contact Billy Campbell and Mike Williams asap. We have to have a table count for set up.

I personally would like to stress how the foresight of the men and women who first started collecting scrip as a personal quest has resulted in an organization that preserved a way of life. That time may soon be erased. The private coal company money called scrip in the hands of collectors will help facilitate keeping the historic era of early coal mining and the families whose lives it touched alive.

Good Hunting

Billy W. Campbell, President

ROSE BOWL SCRIP

by Bill Fugera

Recently a piece of Rose Bowl paper scrip appeared on EBAY. The date on the scrip is for 1950 thru 1959. This scrip allowed a person to convert each year for ten years to see the Rose Bowl game. The total price for the scrip was \$55 and translated to \$5.50 for each game. This was a good deal since the price for a Rose Bowl ticket increased every year. With this scrip one was able to keep the ticket price from rising for ten years. In comparison the ticket price for 2013 was \$ 150. Depending on the seat location scalpers will get much more for the tickets. One can go to the Rose Bowl on game day and get lucky and find an extra ticket at a reasonable price. It all depends on the teams playing. If USC or UCLA is playing more tickets pop up since each team playing gets a bigger allotment. A local team means more available tickets at the game.



Member Directory

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WV Lumber tokens
WV Encased tokens
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and 2939-C10

Neal Burton
271 New Clear branch Rd.
Lake City, Tenn. 37769
865-924-5722
Briceville, Coal Creek, Beech Grove
Anderson County, Tenn.

~~~~~N.S.C.A. FREE ADS FOR MEMBERS~~~~~

Free Ads are available to **N.S.C.A.** members at no charge. The only requirements being that they are limited to 4 lines, one ad per issue. You may send up to four different ads in one mailing. **Deadline for Free Ads is three weeks after the postmark of the current issue of SCRIP TALK.** All ads received after the deadline will be held for the following issue. No ad will rerun automatically, each issue will require a separate request. Paid ads should be sent to **SCRIP TALK** Editor and NOT the Free Ad Editor. **SEND ALL FREE ADS TO: Steve Ratliff, N.S.C.A. Free Ad Editor, 1717 Saint Marys Bay Drive, Milton, Florida 32583-7343 or E-mail Steve@Ratliff.com {Note: + at the end of your ad indicates you need to renew it.}**

PENWELL COAL MINING COMPANY----Paying top dollar for any Penwell Coal Mining Company memorabilia, tokens, or paper scrip. (Illinois) Please contact Alyssa at alyssajchick@yahoo.com

WANTED - FORDSON COAL SCRIP - All Nuttallburg Stores 2097 (Fayette) WV - Nuttallburg Commissaries 2097 (Fayette) WV - H 5b, H 50 - Twin Branch Stores 2855 (McDowell) WV - B 10a - Pond Creek Stores 1857 Pike) KY - A 25, A 100 - Banner Fork Commissaries 151 (Harlan) KY - B 1 c, B 5 b, B50, E 1 * Darrell Rainbolt, 1455 Short St, Corydon, IN 47112 drainbolt@frontier.com ph.: (812) 738-2579 +

EXPLODER TOKENS WANTED! I will pay absolute top dollar for any rare explosive control token (powder, dynamite, blasting cap, monobel, etc.) Please let me know what you have. David E. Schenkman, P.O. Box 366, Bryantown, MD 20617 dave@turtlehillbanjo.com +

3 DIFFERENT PIECES OF W.G. DUNCAN COAL CO. SCRIP. Edkins 1701-B50 (R6), 1701-B25 (R5), & 1157-A5 (R4). I will sell this set of three to the highest bidder. Only one set available. Trades considered. PLEASE WRITE FIRST. Possible trade for HTT, CWT, CTSP Large Cent. Steven Kawalec, P.O. Box 4281, Clifton, NJ 07012 owlprowler@aol.com (937) 868-9258 +

TOP DOLLARS PAID FOR CARBIDE CAP LAMPS, oil wick/lard lamps, blasting cap tins, scatter tags, carbide lamp parts and other small mining artifacts that I may need in my collection. I will pay more than anyone for items needed for my collection. Contact Larry Click, 1021 N. Jefferson St., Arlington, VA 22205-2454, 703-241-3748 or email LarryClick@msn.com + **FREE - 80 PAGE FIXED PRICE LIST OF INTERESTING TOKENS AND EXONUMIA.** Write for yours soon. Norman Peters, P.O. Box 29, Lancaster, NY 14086 +

FLORIDA TOKENS WANTED - FLORIDA TOKENS OF ALL TYPES WANTED. Send 2 stamps for free sample of Florida Token Society's newsletter, TOKENNEWS and request free Florida token. Check out the Florida Token Society web site: <http://www.floridatokensociety.com> you can join and pay dues on-line! Steve Ratliff, 1717 Saint Marys Bay Drive, Milton, FL 32583-7343 Steve@Ratliff.com check out my EBay sales, many pieces of coal scrip. All starting at 99 cents. Search florida-token-collector, be sure to click box for "Include title and description." I buy outright and also auction consignment estates, let me know what you have.

WANTED: I NEED MANY LOWER RARITY TN COAL SCRIP FROM R-1 THRU R-7 & will pay over book prices for what I need. Refer back to my previous ad in Scrip Talk for a list. Also want TN merchant tokens, National & obsolete banknotes, bottles, medals, pins and other collectibles. Joe C. Copeland, P.O.B. 4221, Oak Ridge, TN 37831 865-482-4215 joecopeland@comcast.net +

**A REMINDER, "+" AFTER YOUR AD MEANS
IT IS TIME TO RENEW**

FORK RIDGE By Steve Cawood

Fork Ridge is a mountain lying north of Cumberland Mountain on the north side of Bennett's Fork along Cabin Creek, a few miles outside Middlesboro, Kentucky in Claiborne County, Tennessee. In the vein of "You can't get there from here," in order for someone down in Tennessee to visit Fork Ridge, he must slide through the tunnel at Cumberland Gap into Kentucky, drive several miles through Middlesboro, and then up Bennett's Fork (an extension of Winchester Avenue).

During the late 1880s an English investors group, the American Association, Ltd., acquired nearly 100,000 acres around Cumberland Gap in the three states which meet there, and in the valley north of the Gap they constructed Middlesborough, a planned city designed for 250,000 people. Part of the lands these speculators acquired included the coal lands along Bennett's Fork on Fork Ridge.

In the Spring of 1891 several Englishmen who had arrived in Middlesborough with the American Association (including J. A. Jardine, C. S. McManus and A. H. Rennebaum) formed the Fork Ridge Coal & Coke Company ("Fork Ridge"), and established a Post Office in their commissary at Hartranft, in Claiborne County, Tennessee. The Middlesborough Belt Railroad (jointly operated by the Louisville & Nashville RR and the Knoxville, Cumberland Gap & Louisville; later the Southern Railway) served this new mine, and the loading point was named Fork Ridge.

Sometime shortly thereafter, Fork Ridge began issuing scrip, either the set designated TN 1047E or G (the former a set of brass "Good For," and the latter a bi-metal set), and one or the other of these was used until the Osborne Register Company came to town. Fork Ridge's first system scrip was Orco's "O-1" (TN 1047A). Later, after 1930, Fork Ridge acquired new scrip from Orco, and there arises the anomaly.

Many years ago the NSCA documented the Fork Ridge O-2 set (TN 1047F), and to date this set includes a nickel, quarter, and dollar, all rated R-10 and truly rare. But, the quarter (TN1047F25) reflected an error in the spelling of the Fork Ridge business entity ("Copany" rather than company). I do not have this token in my collection, but saw it when Crawford Blakeman had it. That quarter was an R-10.

In 2006 I acquired another, different Fork Ridge O-2 quarter. Like the other, this one was brass, 24mm (as opposed to the 26mm Orco had used in the O-1 set), a reverse F cut-out (punched from the reverse), and six diamonds on the reverse. BUT, this one too bears an error, for it was purportedly from "Fork Ridge, KY!" It is expected that this token will be catalogued as KY1045A25, and rated R-10.

It should be understood that years ago Crawford Blakeman documented the fact that as early as 1891 Kentucky mine inspectors were visiting the mines of the Fork Ridge Coal & Coke on the Kentucky side of the border. However the office, commissary, shipping point, and other mines were on the Tennessee side. It should also be understood that from at least 1891 Fork Ridge maintained offices in Middlesborough, probably for sales purposes. Then too, access, whether by horseback, buggy, or rail, was through downtown Middlesborough.

So why, or how, did Fork Ridge come to ever have these two extremely rare Orco-2 quarters, each with a distinct error? Was each of these odd balls shipped as a part of a large order of quarters and all others returned to the manufacturer? Did Orco's die maker have two "bad hair" days in an effort to fill a customer's order for quarters? How did either ever leave Cincinnati? Did Fork Ridge ever put either of these into circulation (my KY 1045A25 is in nearly mint condition) or, in fact, how in the world did these two freaks come to survive when others apparently have not? And why has no dime or half in this O-2 set ever turned up?

The book closed on the Fork Ridge Coal & Coke Company in 1941 when, during the course of a UMW organizing drive, Fork Ridge's president and general manager, C. W. Rhodes, and its Treasurer, E. W. Silvers, were among several persons shot and killed in a gun battle between pickets and guards at the state line on Bennett's Fork. The mine was subsequently acquired by the Blue Diamond Coal Company of Knoxville and re-opened for the war effort as the Fork Ridge Coal Mining Company which issued an all-new set of Orco-4 scrip, TN 1047D. For reasons I have never understood, this scrip has a triangular cutout rather than the diamond found whenever Blue Diamond used a cutout elsewhere.

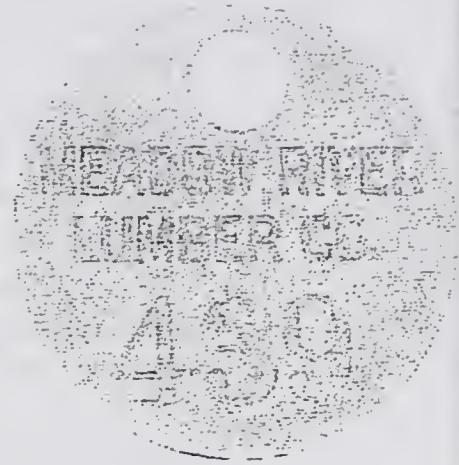
Ironically, long after Fork Ridge closed and the property had reverted to the American Association, the Brits managed to obtain a retail beer license for Fork Ridge in "wet" Claiborne County, and turned the classic old brick three story commissary into Tennessee's largest retail beer outlet, in what was for all practical purposes a legally "dry" Middlesboro!

Needless to say, the author would appreciate hearing from anyone with Osborne Register records or other information which might explain these curious tokens.

The Meadow River Lumber Company

By Bill Fugera

In 1906 John and Thomas Raine started the Meadow River Lumber Company. At this time they purchased 100,000 acres of timber land and developed the town of Rainelle. The nearest railroad was 20 miles from the proposed mill site. A spur had to be built to haul in equipment and later haul out their lumber and products. This new spur was the Sewell Valley Railroad. A new band saw mill was built and the first board sawn was on September 10, 1910. Eventually three nine foot band saws were operational. After Thomas Raine retired in 1912, John Raine took over as president of the company.



The city of Rainelle, located in Greenbrier County, was incorporated in 1913. John Raine lived in the town and took good care of the residents. The company houses contained running water, bath rooms and electricity. Each had its own lawn and garden plot. Pasture land was provided to those employees that kept livestock. The company built a schoolhouse and helped pay the teachers. There was a company store, bank, theater, boarding house and a church parsonage. The company's boilers were fired with saw dust and waste lumber. These supplied electricity and steam heat for most of the town.

The MRLC had the largest band mill in the world for 60 years. It was a triple band saw mill. The mill had a daily capacity of cutting 110,000 board feet of lumber per day. In a single 10 hour day a record 205,666 board feet were cut. In 1928 yearly production peaked at 31 million board feet with an employment of 500 people. To supply this lumber for the mill it took 3,000 acres of forest per year.

The lumber yard contained 11 docks, each 1,300 feet long. Lumber was stacked 40 feet high. Railroad tracks were located between the docks. The mill contained six large dry kilns to dry lumber for processing in the planners.

The original mill burned to the ground on August 24, 1924. The new mill was quickly rebuilt by the employees. The new mill was made of steel.

In 1932 MRLC built a shoe heel factory. This factory manufactured 4 to 6 million woman's shoe heels per year. MRLC also manufactured furniture until World War II. The company also manufactured many building items such as door jambs, moldings, baseboards, door and window frames. It also made chestnut coffins, crates for shipping glass, and frames for Packards and Fords. Many of the older cars had a lot of wood in them.



Considering all the good things MRLC did, it was a poor paying company. In 1939 a basic laborer made 25 cents per hour and after 30 days this was increased to 30 cents per hour. In 1970 labor was paid \$ 2.00 per hour. A lengthy strike in 1969 and threats of another in 1971 was enough for the owners. In 1970 MRLC was sold to Georgia Pacific for \$ 7 million.

GP found that the steam driven mill could not be operated at a profit and tore it down. The Heister and Shay logging engines and machine shop were donated to the Cass Scenic Railroad. The power plant was dismantled and shipped to Alaska. Many of the mill artifacts are in the archives in Charleston. GP built a new single band electric saw mill north of Rainelle. The average employment is 55 people with a capacity of 15.5 million board feet per year.

Today there is no evidence in Rainelle that the largest hard wood mill in the world was ever part of the town.

(images depict a MRLCo brass pile check and a rare five-cent token used at its company store)



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PENNSYLVANIA COMPANY STORE LAWS

By Bill Fugera

When one looks up scrip for Pennsylvania, it is evident most of the scrip listed does not contain words such as collier, mine, mining, coal or coke. The Pennsylvania Act of June 29, 1881, limited company store profits and the Act of June 9, 1891, prohibited the operation of coal company stores. Coal companies got around these laws by forming a separate entity, usually a corporation, to own and operate as a company store. Words such as Supply Company, Trading Company, Mercantile Company, Store, Stores etc. are on most of the Pennsylvania scrip. There are four exceptions. It is not known how or if these coal companies skirted the law. These exceptions are Marion Center Coal Company (1919-1924), Fallen Timber Coal Company (1920- 1929), Pine Hill Coal Company (1908—1942) and Blossburg Coal Company (1903-1923). These are early dates. Possibly a factor.

STEEL

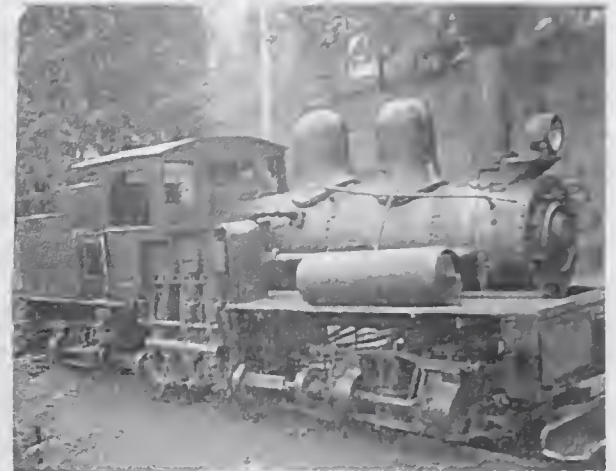
By Bill Fugera

Coal is one of the raw materials for making steel. Typically yearly steel production is around 1.3 billion tons. This level of production uses approximately 590 million tons of coking coal for the processing.

Steel is an alloy of iron and various metals, carbon and other non metals. The type of alloy depends on the end use of the steel. Since iron occurs only as iron oxides in the earth, the ores must be converted or reduced using carbon. The primary source of this carbon is coal. In the early days of iron making, charcoal was the primary source of carbon.

Coking coal is converted to coke by driving off impurities to leave behind almost pure carbon. This process is done by the coking process. In the past many of you could smell a coker miles away. There were no environmental regulations in the past and hundreds of dangerous chemicals from the coal escaped into the atmosphere. Modern cokers now trap all of these for further industrial use.

During the iron making process, a blast furnace is fed with the iron ore, coke, and lime stone. Air heated to 1200 degrees C is blown into the furnace through nozzles in the lower section of the furnace. The air causes the coke to burn producing carbon monoxide which reacts with the iron ore as well as producing heat to melt the ore. The result is an impure form of iron, carbon dioxide and slag. The slag is the limestone combined with a combination of impurities that are in the iron ores such as sand and aluminates. The molten iron is drawn out of the furnace at the bottom. Slag is also drawn off through another opening. The iron is further processed into steel. Some uses of slag are road beds and concrete block fillers.



MADERA SUGAR PINE LUMBER COMPANY

The Sierra Nevada is a group of snowcapped mountains approximately 500 miles long and 40 to 80 miles wide along the eastern edge of California. It is the highest and steepest mountain range in the US. Sierra Nevada means the Snowy Mountain Range in Spanish. The abundant natural resources of this mountain range were an important factor in the early settlement of California. The gold rush attracted thousands of prospectors to the state. Many of the less fortunate gold seekers went into farming and ranching. The timber on the mountains lured others to seek their fortune. The timber consisted of vast quantities of sugar pine, white pine, ponderosa pine, Douglas fir and redwood. All of this virgin timber was waiting to be harvested.

By the start of the civil war, many small sawmills were operating in the Sierra. As lumber demand increased more mills were constructed. Somewhat later around the early 1870's several prominent businessmen proposed an ambitious logging venture that included a sawmill high in northern Fresno County and a wooden flume to carry lumber down from the mountains. A similar flume nearly 40 miles long had proved to be successful in northern California.

Surveys to determine the feasibility of the mill were started in August, 1873. This was a year after the Southern Pacific railroad was completed through the San Joaquin Valley. All of the financial aspects looked good to move ahead for the mill. The mill would be located eight miles north east of present Oakhurst. The flume would start at this point and be sustained by feeder ditches draining from higher elevations.

California Lumber Company became a reality on February 8, 1874. By September 1874, the company was cutting as much as 30,000 board feet per day. The flume was now seven miles long and construction consumed all of the lumber that the company could produce. The mill was efficient for its time but looking back some of the procedures were crude. Logs were dragged to the mill by oxen teams and were maneuvered piecemeal to the saws. At the opposite end of the mill, rough lumber emerged from the saws ready for fluming down to the construction crews below. The work was back breaking for 100 men, many of them Chinese. There was constant employee turn over. By July, 1875 nearly 23 miles of flume was constructed. At the end of November the flume was 15 miles from the railroad. Wagons were hauling the lumber from the flume to the San Joaquin Valley. An exact terminus for the flume had not been decided. In the early 1870's the town of Borden was the primary Southern Pacific stop in this section of the valley and most people felt the flume would be stopped here. The planning mill and yards would be located here. However due to elevation issues for the flume and the lack of a satisfactory arrangement with the owner of the land adjoining Borden, another course of action was pursued. Isaac Friedlander, a major land owner offered free land to the company if the lumber company would locate on his property about three miles northwest of Borden. He also offered to supply water to the flume by making various irrigation ditches available along the route in return for all rights to the water from the end of

the flume. California Lumber accepted the offer. It included 40 acres of yard and mill and an undivided half interest in 1560 acres including the town site. The new community was named Madera meaning lumber or wood in Spanish.

The arrival of the great flume at Madera marked the conclusion of a considerable engineering and construction feat. The route followed along mountainsides, through steep rocky canyons, across many streams, and used trestles reaching 60 feet in height at places. Throughout its 52 mile length there had to be a uniform fall to carry water and lumber in constant flow. The desired grade was 27 feet per mile. It took two seasons and seven million board feet of lumber to build the flume. California Lumber had an encouraging start with the first sale of 280,000 board feet to a rancher. Despite the encouraging start, trouble for the company started immediately. In the summer of 1877, a severe drought dried up pasture land so bad that cattle and sheep perished by the thousands. A near economic panic raced through the San Joaquin Valley and lumber piled up waiting for customers. There were also major problems with the flume operation. Loose boards were jamming in the flume and crowding out of the flume. Water was also pouring out in places and washing away the flume wooden supports. The flume problem was solved by cutting the logs in squares and tying them together and floating the whole load down the flume in a train. The jamming problem was solved, but wasted a great amount of wood in the cutting.

By the end of 1877, still unable to develop a consistent market, California Lumber was in financial trouble. Funds to finance the company were originally raised by mortgaging the Madera real estate to the Commercial and Savings Bank of San Jose. When the note payments could not be paid the, California Lumber was foreclosed by the bank. The bank now owned the assets

The officers of the bank incorporated an independent company called the Madera Flume and Trading Company on May 21, 1878 for the purpose of running the Madera logging operation. The purpose of the new company was to include the use the flume water for water power to run a flour mill, raise produce and manufacture ice. There is no record that any of these took place.

By 1880 conditions in the San Joaquin Valley were improving and logging looked promising again. Madera Flume and Trading Company started logging and was prosperous for 13 years. Many logging and lumber improvements were made that included a planing mill, sash and door factory and a second mill with an expanded flume off of the original flume. One of the mills cut a large number of redwoods along with the pine trees.. The very biggest trees were spared because they were too big to cut. The destruction by the loggers was considerable. Great stumps are still evident today. Some of the stumps are 30 to 40 feet high left by the loggers that climbed to cut where the tree narrowed slightly. As the lumber company prospered, so did Madera. In the time between 1880 and 1890 the town tripled in size.

In the late 1880's, a more immediate problem faced the company at the height of their success. The timber available to their two mountain mills was very nearly cut over. The company officers constructed a railroad to reach outlying uncut timber tracts. A seven ton four wheeled cog geared locomotive named Betsy was purchased along with a dozen home made bob- tail log cars. The origin of Betsy is unknown. Betsy did her job well for the next four years. The railroad, however effective, could not haul timber that did not exist and the season of 1892 came to a close. The Madera Flume and Trading Company had exhausted its resources. No more timber was available for purchase. Many of the choice timber was already purchased by eastern lumber men. Along with the lack of timber to cut, a poor business climate developed followed by a depression. In short the

two mills closed. The Madera yard continued to operate on a limited basis until 1898 fed by lumber from contract loggers who were paid upon delivery to points along the flume.

Elmer Cox a former executive of Madera Flume realized the economy was about to take an up turn and was fully aware that there was plenty of choice timber in the Sierra. He set about the task of reorganizing the lumber venture on a grander scale just before the turn on the century. Cox needed money and land. He found both in Michigan in the person of Arthur Hill, one of the most prominent lumber barons in the US. In the 1880's Hill had acquired, along with other Pacific Coast properties a great tract of dense timber just north of the old MF and T Company. The land averaged about 28 trees per acre in excess of a foot in diameter. It was heavy in Sugar Pine, plus white pine, fir, and cedar. Cox felt sure if Hill would back him, a profitable logging operation could be developed. Cox traveled to Michigan to meet with Hill. Ready to develop his California properties and a feel that the west coast had a future, Hill was receptive to Cox's proposal. Hill got several of his business associates to join the venture.

The incorporation of the Madera Sugar Pine Lumber Company took place on May 8, 1899. The Madera Sugar Pine company acquired the assets of the old Madera Flume and trading Company, the flume right away and what remained of the mountain land and equipment. With this purchase was an announcement of an erection of a large Sierra sawmill, the building of a complete company town, the installation of a logging railroad into the woods, and the reconstruction of the flume all the way to Madera where new yards were planned,

The site selected for the new mill was in a beautiful wooded hollow about a mile east of the Yosemite Stage Route near the heart of Hill's timber tract. The elevation was 4,330 feet. The seasons of 1899 and 1900 were heavily occupied in the construction of the extensive project. A portable mill set up near the Yosemite road cut enough lumber for the first buildings. This was an office store and cookhouse. Upon completion of the access road, the mill was moved to Sugar Pine, the chosen name of the new community. Soon, the balance of the permanent structures were built. These were the sawmill, a steam powered 72 inch carriage and two 60 inch circular saws. In time all of the typical facilities of a big lumber camp such as residence cabins, bachelor dormitory, post office, barber shop, warehouse, foundry, machine shop, car repair shop and hospital were built.

Upon completion of all construction, the new Madera Sugar Pine Lumber Company turned its full attention to turning out lumber. MSP company specialized in the production of sugar pine although other trees were logged in some quantity. The sugar pine is native to the mountains of the far west from the Cascades of central Oregon to the north and south of Baja California. They are most abundant in the Sierra Nevada Mountains of central California where annual rain fall is 40 inches or more. They grow on a variety of soils, but, grow best on well-drained loams and sandy loams at elevations between 4,500 and 7,500 feet in elevation. Sugar pine gets its name from the fact that when the wood is partly burned, white sugar crystals form on the remaining wood. It has been recognized as the most beautiful of all pines. The wood is soft, straight grained, durable, and highly prized by cabinetmakers, furniture builders, and interior finishers. The sugar pine can reach a height of 200 feet and a diameter of eight feet. The tallest recorded was found in Yosemite National Park. It was 269.2 feet tall and died from bark beetle attack in 2007. The sugar pine needles are in bundles of five and 2-4 inches long. The cones are 10-20 inches long. Mature trees are from 400 to 600 years old. Native Americans harvested sugar pine nuts which are about the size of a grain of corn. They also ate the sugary sap.

Early use of sugar pine was squandered. From the earliest years of settlement in the Sierra foot hills, the large volume and ease of cutting and working made sugar pine the preferred lumber tree. To serve the sudden demand created by the gold rush, sawmills were set up to manufacture lumber for every conceivable use of the

day including, flumes, sluice boxes, bridges, houses, barns, fences and mine timber. Hand-hewn shakes and shingles were also made of sugar pine, a wasteful use of such a wood. Often, over half of a tree that would have yielded from 10,000 to 20,000 board feet was left to rot in the woods. The most wistful use was for fencing livestock. Whole trees were cut and dropped end to end to make corrals for sheep and fences for cattle.

After three years business increased so rapidly that the mountain mill was replaced with a more modern double band equipment with greater cutting capacity. To handle the yearly volume of thirty five million board feet, a new 37 ton Shay locomotive was added to join Betsy. To get the Shay from its Madera delivery to Sugar Pine, it had to be disassembled and hauled by a wagon pulled by 16 mules. It took a week of tedious travel to reach Sugar Pine where it was reassembled. Delivered with the Shay were 10 eight wheeled flat cars. In the years 1904, 1910, 1912 and 1927 additional Shays were purchased for a total of six engines.

Due to the rough steep terrain overland log hauling was difficult and trees were cut in the area of the railroad. As a result to reach the 1,000 acres of virgin timber required by each seasons cut, the rail lines changed location continually. Their rights of way eventually fanned out in all directions like the spokes of a wheel. MSP's last railroad was built in 1927. The company maintained a machine shop at Sugar Pine to service the locomotives Regular maintenance such as boiler cleaning was handled on Saturday night and Sunday morning so there would be no interruption of service.

Except at the beginning of operations, all railroad log cars were wooden flat cars 28 feet long that were later changed to 34 feet long put together in the company shop. Each of the Shays worked on a particular section of track roughly five miles in length, pulling loaded cars toward the mill in one direction and empties back to the woods on the return trip. For its three decades in business the engines ran over 140 miles of track at one time or another.

Unfortunately, all of the lumbering methods used by MSP were destructive to a great degree. The company pursued a policy of close utilization and what little timber was not logged was ruined in the process. The logging methods used by MSP seem to be no better or worse than other Sierra lumber companies. To provide adequate manpower for the various areas which were situated many miles from the sawmill MSP maintained several wood camps each season. A typical camp consisted of a large dining room seating about 150 men, a kitchen and supply room, commissary, timekeeper's office, barbershop, bath house, single men's quarters and a few family houses. The rustic, unpainted structures were built on skids so they could easily be moved whenever logging activities dictated. It usually took a day to load a complete camp on heavy railroad flat cars and shift the entire camp to a new location.

About 400 men worked out of these camps during the most productive years. A like number were at the Sugar Pine mill and Madera yards. The payroll represented a large part of the local economy. The work was rugged, with long hours and low pay. Laborers earned \$1 for a 10-hour day and a skilled carpenter earned \$3. There were no unions, no pensions, no unemployment payments, and no disability payments. The company's word was law and anyone who failed to conform soon found himself headed out with his severance pay in hand.

Scrip was used by MSP. This scrip is difficult to find. Trantow has the nickel, quarter, half and dollar listed as a R 5. The dime is listed as a R 8. All scrip is aluminum. Although the dime is a R8, it is the most common found while the other denominations are much more difficult to find thus indicating the R rating appears to be too low. I have in my collection the dime, quarter, half and dollar. A coin dealer in Oakhurst commented that an uncirculated roll of dimes was found.

The sawmill community at Sugar Pine was a varied mixture of humanity. A dozen languages could be heard during the day.. A mans social status depended on his position with the company. Workers were allotted living accommodations relative to the importance of their job. Those in management lived in the upper canyon, mill men in the lower canyon and shop workers on the side of the hill. The houses decreased in size and comfort in direct proportion to the location. Chinatown which later became Chilitown after Mexican workers replaced the Chinese as common laborers lay to itself below the sawmill like a common ghetto.

Around the mid 1920's , the Model T Ford and other forms of transportation improved to the point that the lumberjacks for took the local camps for more sophisticated entertainment in Madera, Fresno, and other valley towns. Next to women, drinking rated highest among the loggers social pleasures. Although saloons were closed by law in 1919, bootleg whiskey of varying quality could always be obtained for \$20 to \$25 a gallon. The liquor flowed freely on weekends and brawls were not uncommon.

Not all of the MSP employees fit the roughneck's role. Many, and especially those in supervisory positions at the mill, were proper family men who arrived at Sugar Pine each season in company with wife and children. For this group, life in a lumber camp must have been much like it was in any other small town of the period. Children attended the Sugar Pine school, wives kept house, and husbands worked hard at their jobs. On Sundays, the entire family went to a non-denominational church services at the community center. For recreation, instead of wine and women, there were such things as weekly dances to a live orchestra, traveling medicine shows, rodeos, camp baseball games, and silent movies

Physically there were two Sugar Pines. The original logging camp was destroyed by fire on September 9, 1922. The loss included 75 buildings covering 30 acres and cost the company one million dollars. After the first alarm, the employees were told to help themselves to anything in the company store which was imminently threatened, but walked out with only six boxes of salted crackers and a large piece of cheese. Many of the younger men wondered why no one had the thought to save a supply of cigarettes and tobacco. One fellow who was home when the fire broke out carried out every piece of furniture, even the carpets, and placed them on the hillside. His house burned as he expected. Later all of his possessions were stolen. As the fire raged, people could hear the explosion of canned goods in the company store.

Even while the fire was still smoldering the company took care of its employees. Portable buildings and provisions were hurriedly hauled in from outlying logging camps and a temporary store, supply warehouse, and dining hall were set up. A portable sawmill rushed from Los Angeles soon began turning out lumber for replacement buildings and it was announced that a new mill, bigger and better than the old would be in place by spring of 1923. Sugar Pine was rebuilt and on April 13, 1923, the MSP company resumed full operations. Working two 10 hour shifts a day, the new mill boosted production to an annual cut in excess of 50 million board feet, about 20 percent higher than the previous output.

Considering the length and scope of its operation, the MSP company suffered relatively few casualties among its many employees. Danger walked with the lumberjack continually. A rolling log, a falling limb, a broken cable, serious injury or death could occur. The sawmill itself claimed more than one victim over the years. In those days of limited safety regulations, exposed machinery presented a continuing hazard for the careless.

The end came for MSP company as it did for many other companies during the great depression of the early 1930's. In that period construction everywhere came to a halt. Great stacks of unsold lumber piled up in drying yards throughout the country. With no market, there seemed little reason to cut more timber in the foreseeable future. At the close of the 1931 season the mill at Sugar Pine ceased operations. During the following summer, a limited quantity of contract lumber was distributed through the Madera yard. The timber came from The Pine Logging Company. In 1933, with the nation's financial outlook showing no improvement, the MSP company management decided to close up for good. After 60 years the southern Sierra's best run logging company was over. The company sales manager purchased the remaining stock and organized a retail lumber in Madera. The flume right-of-way reverted to the owners over whose land it passed. Except for a few stretches, the historic structure soon fell prey to either scrap-lumber seekers or the mountain elements. At Sugar pine, the rails running northwest to Signal Peak, the last tracks to be used were removed and sold in 1934. The sawmill machinery and two locomotives went to other lumber operators at bargain rates. In 1937 the remaining locomotives including old Betsy were scrapped. Betsy brought the sum of \$25. Her stack escaped the torch and is now on an outdoor barbeque at a nearby lake.

Today, hundreds of thousands of tourists travel along highway 41 each summer to Yosemite. As they travel through the area it is doubtful if more than a few are aware of the logging days that used to be. The former community of Sugar Pine, a mile east of the main Yosemite road contains only the murky remains of the log pond, a few concrete foundations, and a scattering of privately owned summer cabins rebuilt from old dwellings. The cut over timberlands themselves lie almost indistinguishable, within the vast Sierra National Forest- the ugly scars of thousands of fallen sugar pine all but obscured by lush second growth.

As I wrote and researched Madera Sugar Pine Company, I saw a parallel to the typical coal mining camp. Both had company stores, scrip, pecking order on who lived in the best and worse housing, low wages and so forth. However one difference was the danger in the lumber versus the coal industry. Safety took a back seat in both, but working above ground in the absence of explosive gases certainly had its advantages.

PEPPERONI ROLLS

By Bill Fugera

The pepperoni roll is a snack popular in West Virginia and various regions of the Appalachian Mountains such as Western Maryland and Western Pennsylvania.

The classic pepperoni roll consists of a soft white yeast bread roll with pepperoni baked in the middle. During baking, the fats in the pepperoni melt, resulting in a spicy oil in the bread. The rolls are typically eaten as a snack or as a main dish of a lunch either warm or cold.

The pepperoni roll was invented by Giuseppe Argio at the Country Club Bakery in Fairmont, West Virginia in 1927. The rolls originated as a lunch option for coal miners of north-central West Virginia. The rolls do not need to be refrigerated for storage and could readily be packed for lunch by miners. Pepperoni and other Italian foods became popular in north-central West Virginia in the early 20th century, when the booming mines and railroads attracted many immigrants from Italy. The pepperoni roll bears a resemblance to the pastry and sausage roll, which originated in the mining communities of Great Britain, as well as to the Italian calzone.

ADITS

By Bill Fugera

An adit is an entrance to an underground mine which is horizontal or nearly horizontal by which the mine can be entered, drained of water, ventilated, and minerals extracted at the lowest possible level.

Adits are driven into the side of a hill or mountain, and are often used when an ore body is located inside the mountain but above the adjacent valley floor. The adit may follow the vein until it is worked out. The use of adits for the extraction of ores or coal is generally called drift mining. A drift is a more general term for any near-horizontal underground passage in a mine.

Access to a mine by adit has many advantages over the vertical access shafts used in shaft mining. Less energy is required to transport miners and heavy equipment into and out of the mine. Horizontal travel by means of narrow gauge tramway or cable car is also much safer and can move more people and ore than vertical elevators.

In combination with shafts, adits form an important element in the ventilation of a mine. Cool air can enter through an adit, be warmed by the higher temperature underground and will naturally exhaust from vertical shafts.

Most adits are designed to slope slightly upwards from the entrance so that water will flow out of the mine. All mine workings below both the drainage adit and the water table will flood unless mechanical means are used for drainage. Until the invention of the steam engine this was the main restriction on deep mining. Adits are still useful for deeper mines because the water only needs to be raised to the drainage adit rather than the surface.

Because of the great reduction in costs that a drainage adit can provide, they have been driven for great distances just for this purpose. An example is the Milwr tunnel in North Wales which is about 10 miles long. Another example is the Great Country Adit in Cornwall, England, a 40 mile long network of adits that used to drain the entire Gwennap mining area. An extra benefit of driving such adits is that previously unknown ores can be found. Adits were used in Cornwall well before 1500 and were important in the tin and copper mines.

Adits and drift mining were common in the mountains south of down town Pittsburgh in the area of Mt Washington beginning in the mid 1700's. By 1814 there were as many as 40 coal mines in the area. This will be a future article in Scrip Talk.

6/1/2013 SECRETARY'S REPORT:

2—New members since March ST.---through B. Campbell

Beckley spring club show had 52 people sign at the door. Many mentioned the newspaper story, President B. Campbell ran in the surrounding area, as to why they came.

Topics discussed in the Board meetings at the Beckley Spring Show with Bill Campbell, Doug Tolley, John Podgurski, Steve Cawood, Dave Schenkman, & Mike Williams in attendance.

1. Getting the club's non-profit 501-C status reinstated. This discussion resulted in agreement to hire necessary legal counsel. The immediate need is to address government standards, with amendments added to our Constitution, then to reapply. Since the meeting, the amendments were prepared, and per the Constitution, ballots were mailed to the membership for majority vote, yea or nay. The vote returned as an overwhelming majority—YES, with only one nay vote! These two amendments will be added to the Constitution and our legal counsel will proceed as needed for reinstatement. It was also discussed how “not” to allow the loss of non-profit status to happen again!
2. It was discussed & decided the new 4th edition Edkin's catalog's, expected by the Fall Scrip Show, will not have prices associated with rarity values, in the front of the book. It was noted and agreed that price is a factor of much more than rarity.
3. The Fall Scrip Show was discussed, as to where it be held, and agreed that being placed at a location central to our membership is critical to the future of the NSCA. It was also discussed that having the show in conjunction with a coin show, mining artifact show or other...would result in an increase in advertising, attendance, & long term interest in our Club.
4. A few other issues were discussed—yearly cost of Scrip Talk, dealers setting up at Scrip Show needing to notify Scrip Show host in advance, & yearly cost of website hosting domain.
5. Lastly, the editors of the 4th edition Edkin's Catalog reported a printer would be chosen and the books turned in (latest news is JULY) for formatting, then printing as time allows.

MEMBERS PAST DUE AS OF JANUARY 2013 HAVE BEEN DROPPED FROM MEMBERSHIP!

FALL SCRIP show is Charleston, WV., November 2, 2013--refer to the website nationalscripcollectors.org to see what's new on the Club's website. David Thompson has done a wonderful job in designing the site.

06/01/2013 TREASURY REPORT

	Itemized	Totals
PREVIOUS MARCH SCRIP TALK BALANCE:		\$8,880.28
INCOME:		
1. Club Dues, paid in, from New Members & Renewals	\$1,095.00	
2. NET Book Sales collected since last issue of ST	\$890.00	
3. Bourse table income from Beckley show	\$95.00	
Total Income		\$2,080.00
EXPENSES:		
1. Scrip Talk Mar. issue—printing & supplies	\$292.66	
2. Scrip Talk Mar. issue—mailing	\$158.40	
3. Yearly report to KY Sec. of St. for 2013	\$15.00	
4. Beckly show tokens	\$142.35	
5. Overpymt shipping charges returned to member	\$5.00	
6. Postcards to expired members for dues renewal	\$18.50	
7. Meeting room rental Beckley Show	\$318.00	
8. Admendment Ballot letter to members—printing & supplies	\$71.52	
9. Admendment Ballot letter to members—mailing	\$64.40	
10. Legal fees towards non profit status reinstatement	\$376.50	
Total Expenses		\$1,462.33
BANK BALANCE: 6/1/2013		\$9,497.95